

embraced by the industry as non-high performance. As far as a date is concerned, Applicant believes such "prior art" has been around since the 1970's.

It is also asserted in the Office Action that **Figure 10** is objected to because "in **Figure 10**, standoff vane 940 is illustrated with straight sides and square corners. Applicant respectfully disagrees. As can be seen in **Figure 10**, the edge directly under the label "FIG. 10" is curved. The edge adjacent to the label "1010" is slightly curved and has markings to show curvature (which would line up with upper section 920's edge. The edge adjacent to the label "940" is curved. This is illustrated by the markings and reference line at the end away from the graded edge. The graded edge is curved as illustrated by the two adjacent ends. Therefore, Applicant's **Figure 10** does illustrate standoff vane 940 with curved edges.

It is asserted in the Office Action that the drawings are objected to under 37 CFR § 1.84 (p)(5) because reference sign 1230 is not depicted, yet referenced in the specification. Applicant has amended **Figure 12** to overcome the objection.

Applicant respectfully asserts that the amendments to the drawings and traversal overcome the Examiner's objections. Approval is respectfully requested.

IN THE CLAIMS

Please amend claims 1 and 21 as follows:

1. A mounting hat for a brake rotor comprising:
a lower section coupled to an upper section,
a plurality of aerodynamically shaped standoff vanes each having a leading edge, a trailing edge, a top and a bottom coupled to the upper section, the aerodynamically shaped standoff vanes space apart the upper section from a brake rotor; and
a plurality of vents formed between adjacent aerodynamically shaped standoff vanes, wherein the vents are circumferentially distributed on the upper section, and air flow is induced to flow through the plurality of vents.

21. A brake rotor comprising:

a rotor,

a hub having a plurality of aerodynamically shaped standoff vanes each having a leading edge, a trailing edge, a top, a bottom and a plurality of vents formed between adjacent aerodynamically shaped standoff vanes coupled to the rotor, wherein the vents are circumferentially distributed between the hub and the rotor, air flow is induced to flow through the plurality of vents, and the aerodynamically shaped standoff vanes space apart the hub from the rotor.